



BOULDER COUNTY  
**HOUSING  
& HUMAN  
SERVICES**



Hope for the future, help when you need it.



**Boulder County Housing Authority  
Willoughby Corner  
ELAC Meeting  
October 10th, 2022**

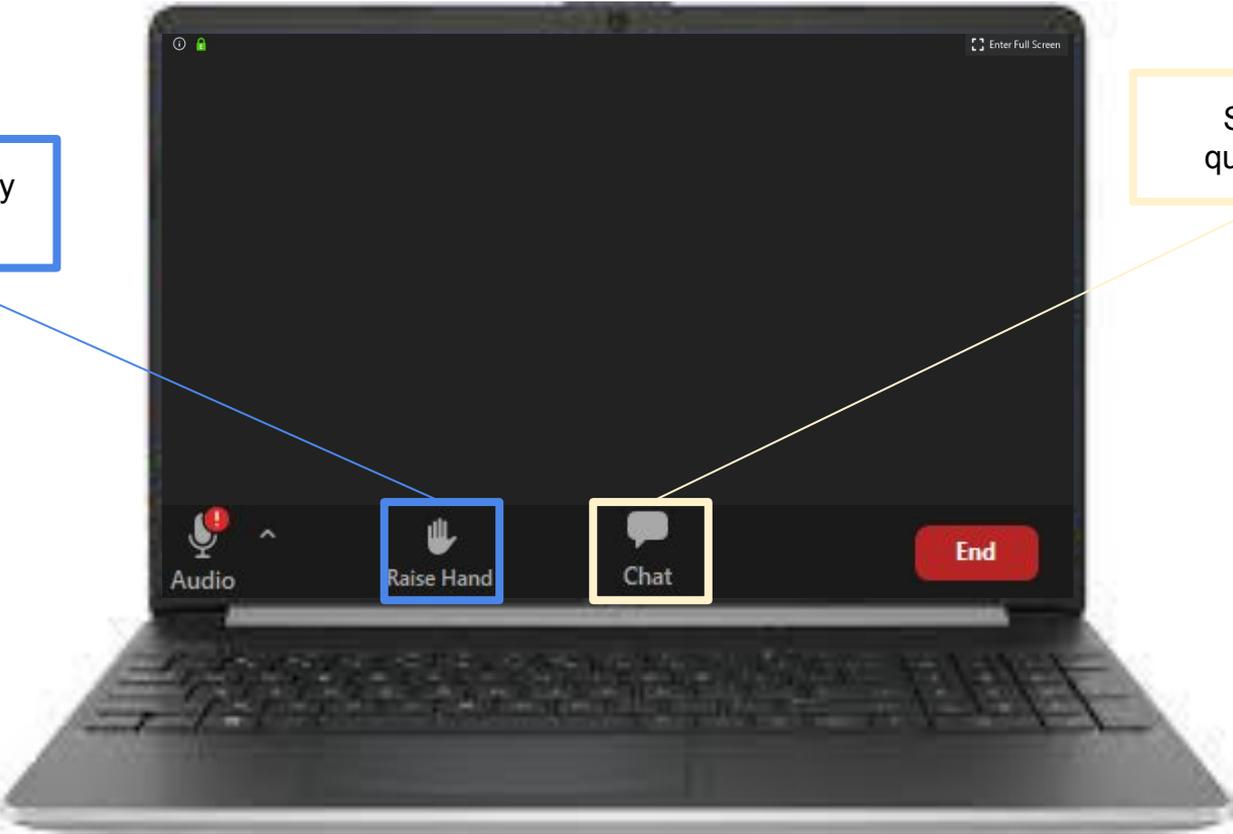
# Agenda

- 1. Welcome and Introductions**
- 2. Willoughby Corner Updates**
  - a. Planned Unit Development (PUD)**
  - b. Development Agreement (DA) & Community Housing Plan**
  - c. Conceptual Architecture**
- 3. WC Overall Timeline & Next Steps**
- 4. Questions**

# Submitting Questions - Instructions Attendees

Click to Notify panelists

Submit questions



Audio

Raise Hand

Chat

End

# WILLOUGHBY CORNER UPDATES



WILLOUGHBY  
CORNER

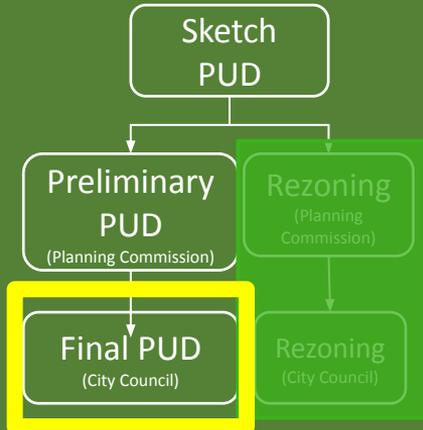
HOME IN THE NEIGHBORHOOD

# Process

## Entitlement Step

*Establishment of rules and standards to guide development. Preliminary design of infrastructure.*

- Planned Unit Development
- Rezoning



## Subdivision/Infrastructure Step

*Subdivision of property into rights-of-way, lots and tracts. Design of trunkline infrastructure and stormwater systems. Can happen in multiple phases.*

- Platting
- Civil infrastructure Construction Drawings

## Vertical Construction Step

*Site specific plans and buildings. Phased by development parcel(s)  
Each lot requires a site plan.*

- Site Plan/Architecture
- Building and Utility Permitting

# Planned Unit Development (PUD)



WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD



# WILLOUGHBY CORNER

HOME IN THE NEIGHBORHOOD

# PLANNED UNIT DEVELOPMENT

## WILLOUGHBY CORNER PLANNED UNIT DEVELOPMENT

LOCATED IN THE SE 1/4 OF SECTION 2, T1S, R69W OF THE 6TH P.M.,  
CITY OF LAFAYETTE, COUNTY OF BOULDER, STATE OF COLORADO

### RELATIONSHIP TO THE CITY OF LAFAYETTE'S CODE OF ORDINANCES

THE INTENT OF THIS PID IS TO GENERALLY COMPLY WITH ALL APPLICABLE UDC DEVELOPMENT AND DESIGN STANDARDS SET FORTH IN THE LAFAYETTE CODE OF ORDINANCES FOR R4 LOTS THAT ARE NOT OTHERWISE MODIFIED OR WAIVED ACCORDING TO THIS REZONING AND PID APPROVAL.

WHERE FEASIBLE THIS PID WILL COMPLY WITH THE LCO. THE EXCEPTIONS OF THE PID SHALL PREVAIL, WHERE FEASIBLE, IN THIS PID AS OPPOSED TO THE LAFAYETTE UDC.

THE PROPOSED REZONING AND DEVELOPMENT WILL MEET OR EXCEED THE DEVELOPMENT QUALITY STANDARDS, LEVELS OF PUBLIC AMENITIES, OR LEVELS OF DESIGN INNOVATION OTHERWISE APPLICABLE UNDER THE LCO. THIS PID WOULD NOT BE POSSIBLE OR PRACTICAL UNDER A STRONGER ZONE DESIGN.

SHOULD ANY PART OF THESE REGULATIONS AND SPECIFICATIONS BE DECLARED INVALID OR UNENFORCEABLE BY A COURT OR APPLICABLE JURISDICTION, SUCH DECISION SHALL NOT AFFECT THE VALIDITY OF ENFORCEMENT OF THE REMAINING PORTIONS OF THESE REGULATIONS.

### INCENT STATEMENTS

#### OVERALL INTENT STATEMENT

WILLOUGHBY CORNER IS A PLANNED NEIGHBORHOOD OF 400 AFFORDABLE HOMES IN A VARIETY OF BUILDING TYPES, INCLUDING CO-OPERES, TOWNHOMES, MULTI-FAMILY, AND SENIOR HOUSING APARTMENTS. TWO COMMUNITY BUILDINGS, DESIGNATED PARKS AND A ROBERT HOOD BI-CENTRICAL NETWORK ON BILTMORING, BOULDER, AND TRAIL CONNECTIONS PROVIDE A MIXTURE OF AMENITIES FOR RESIDENTS. SAFE, ENJOYABLE PEDESTRIAN AND BICYCLE EXPERIENCES ARE INTEGRAL TO THE DESIGN, AND THE COMMUNITY IS TIED TOGETHER TO ADJACENT STREET AND RECREATION TRAIL NETWORKS VIA INTERNAL MULTIMODAL CONNECTIONS.

#### PARKING INTENT STATEMENT

WILLOUGHBY CORNER IS AN ENTIRELY RESIDENTIAL COMMUNITY, AND PARKING WILL BE PRIMARILY FOR RESIDENTS AND THEIR GUESTS. THE DEVELOPMENT PRIORITIZES THE RESIDENT PEDESTRIAN EXPERIENCE, AND DISCOURAGES HIGH CAR USE AND REDUCED DEPENDENCE ON AUTOMOBILE OWNERSHIP THROUGH THE PROVISION OF ALTERNATIVE TRANSPORTATION OPTIONS. REGIONAL TRANSPORTATION DISTRICTS INTO PLANNED EXTENSION OF PID ACTIVITIES WITH STOPS IN WILLOUGHBY CORNER FURTHER SUPPORT TRAVEL OPTIONS CONNECTING THIS COMMUNITY TO OTHER AREAS OF LAFAYETTE AND THE GREATER BOULDER COUNTY AND FRONT RANGE CITIES.

THE CITY OF LAFAYETTE PARKING DESIGN REQUIREMENTS DO NOT REFLECT CURRENT PARKING DEMANDS BASED ON DEMOGRAPHICS AND THE EXPANSION OF TRAVEL OPTIONS TO THE CITY. THE BOULDER COUNTY HOUSING AUTHORITY (BOHA) PROPOSES A RIGHT-SIZED AMOUNT OF PARKING ON LOTS TO AVOID BUILDING SURFACE PARKING THAT WILL BE UNDERUTILIZED, ALLOWING MORE GREENSPACE AND RESOURCES TO BE DEDICATED TO RECREATION AND OTHER AREAS. THE PID PARKING RATIOS CREATE A BALANCE BETWEEN SUPPLY AND DEMAND BASED ON OTHER BOHA COMMITTED PARKING DATA AND LOCAL USES. RESIDENTS, CITY PARKING RATES, AND ACTUAL PARKING PROVIDED WITH BOHAS EXTENSIVE EXPERIENCE IN DEVELOPING AFFORDABLE HOUSING COMMUNITIES. BOHA HAS DEVELOPED PARKING STANDARDS THAT REFLECT CURRENT DEMAND AND ARE BASED ON DATA FROM THEIR ESTABLISHED COMMUNITIES. THESE STANDARDS ARE SET FORTH IN THE PARKING DATA TABLE IN THE PID. WHILE THE CITY DOES NOT COUPLY ON CURRENT PARKING TO MEET PARKING REQUIREMENTS, COMMITTING TO PARKING IS A KEY NEED FOR RESIDENTS AND GUESTS. THERE ARE NO COMMERCIAL OR OFFICE USES. THE ON-STREET PARKING WILL ALSO PROVIDE ADDITIONAL PARKING SPACES FOR THE SHARED PARKING COMMON AREA PARKING LOTS ACROSS ALL OF WILLOUGHBY CORNER IS ANTICIPATED THROUGH A SHARED PARKING AGREEMENT. PLANNING AREA D IS PLANNED FOR FUTURE PARKING SPACES THAN REQUIRED BY THE PID PARKING STANDARDS. HOWEVER, AMPLE PARKING IS PROVIDED IN PLANNING AREA D AND THROUGHOUT THE COMMUNITY. ON-STREET PARKING IS ALSO AVAILABLE IN THE NEAR VICINITY.

SHARED PARKING COMMON AREA PARKING LOTS ACROSS ALL OF WILLOUGHBY CORNER IS ANTICIPATED THROUGH A SHARED PARKING AGREEMENT. PLANNING AREA D IS PLANNED FOR FUTURE PARKING SPACES THAN REQUIRED BY THE PID PARKING STANDARDS. HOWEVER, AMPLE PARKING IS PROVIDED IN PLANNING AREA D AND THROUGHOUT THE COMMUNITY. ON-STREET PARKING IS ALSO AVAILABLE IN THE NEAR VICINITY.

### FRONTAGE

THE PID ALLOWS MODIFICATION OF SECTION 20-144 FRONTAGE FOR TOWNHOME UNITS AND DUPLEXES WITH ALLEYS AND COMPLIANCE ON GREENING CRITERIA. WILLOUGHBY CORNER IS A PLANNED UNIT DEVELOPMENT WHERE TOWNHOMES AND DUPLEXES IN PLANNING AREA A AND ARE EXEMPT FROM THE REQUIREMENT TO HAVE A MINIMUM 3' FRONTAGE ON A PUBLIC STREET WHERE THE LOT FRONT IS A GREEN SPACE AND HAS ALLEY ACCESS.

### PEDESTRIAN ACCESS

THE DEVELOPMENT WILL ENHANCE TO PROVIDE PEDESTRIAN CONNECTIVITY WITHIN THE SITE AND ENHANCED PEDESTRIAN CROSSINGS OF THE PUBLIC ROADWAYS. ENHANCEMENTS WILL INCLUDE:

- 1. RAISED PEDESTRIAN CROSSINGS, SPEED TABLES AND/OR COLORED PAVEMENT TO INCREASE VISIBILITY OF PEDESTRIAN CROSSINGS AND REDUCE SPEED THROUGH CROSSINGS.
- 2. CURB EXTENSIONS TO PROVIDE TRAFFIC CALMING AND REDUCE PEDESTRIAN CROSSING DISTANCES WHILE INCREASING THE WIDTH BETWEEN MOTORIST AND PEDESTRIANS WAITING TO CROSS THE ROADWAY.
- 3. RECTANGULAR RAMP FLASHING BEACON STRIPS OR OTHER HIGH VISIBILITY CROSSING BEACONS FOR PEDESTRIAN CROSSINGS LOCATED AT ROUNDABOUT SPURTED ISLANDS.
- 4. DIRECTIONAL PEDESTRIAN RAMPS WITH TABLET MARKING SURFACES FOR VISUALLY IMPAIRED PEDESTRIANS.
- 5. INTERSECTION CURB RETURN RAMP THAT ALLOW FOR REQUIRED VEHICULAR TURNING WHILE ENDOURING SLOWER TRAILER SPEEDS.
- 6. WHERE POSSIBLE, DETACHED SIDEWALKS THAT PROVIDE COVER AND CONNECTIVITY WITHIN THE SITE AND PROVIDE ACCESSIBILITY.
- 7. A MULTITUDE TRAIL ALONG THE SOUTH SIDE OF BOHA STREET AND WEST SIDE OF 120' STREET TO ACCOMMODATE PEDESTRIAN TRAVEL TO AND FROM THE COMMUNITY BUILDINGS.
- 8. SHARED LANE MARKINGS (SHARROW) TO ADVISE ROADWAY USERS OF THE PRESENCE OF BICYCLES.

### MOBILITY HUB & TRANSIT INTENT

WILLOUGHBY CORNER WILL HAVE A MOBILITY HUB IN PLANNING AREA C NEAR THE COMMUNITY CENTER TO ACCOMMODATE PICK-UP AND DROP-OFF FOR ALTERNATIVE TRAVEL VEHICLES, SUCH AS VAN MOBILITY SERVICES, PLANNABLE, ELECTRIC CAR SHARE, AND RE-CHARGING SERVICES SUCH AS SHAREKIT. AN RTD TRANSIT STOP WITH LAVATOR BUS PARKING WILL BE PROVIDED NEAR THE COMMUNITY CENTER ALONG CANTERBURY DRIVE. THE FINAL LOCATIONS OF THE RTD STOPS WILL BE DETERMINED AT THE SITE PLAN APPLICATION AND THROUGH FURTHER COORDINATION WITH RTD. SECURE STORAGE FOR BICYCLES, BICYCLE-RELATED COMMUNITIES AND ELECTRIC-BICYCLE (E-BIKE) PROVIDERS IS CONSIDERABLY DESIRED LOCATIONS ACROSS THE NEIGHBORHOOD. IN ADDITION TO INSTALLING AN RTD TRANSIT STOP (MOBILITY HUB, ELECTRIC VEHICLE (EV) CHARGERS) WILL BE LOCATED THROUGHOUT THE DEVELOPMENT AND AN EV-FAST-CHARGE ZONE WILL SPECIFICALLY SERVICE RESIDENTS AT THE SOUTHERN ENTRANCE TO THE SENIOR BUILDING.

THE DETAILS OF THE MOBILITY HUB AND TRANSPORTATION IMPROVEMENTS WILL BE DETERMINED THROUGH THE APPLICABLE SITE PLAN PROCESS.

### MAINTENANCE OF OUTLOTS

ALL MAINTENANCE SHALL BE THE RESPONSIBILITY OF BOHA OR THE OWNER OF THE OUTLOT.

### VEHICULAR ACCESS INTENT

VEHICULAR ACCESS TO WILLOUGHBY CORNER WILL BE PROVIDED BY NORTHWEST PARKING (A HIGHWAY 301 AVE. ST. AND E. BASINE ROAD 100' W.) TO THE PROPOSED DEVELOPMENT WILL BE PROVIDED BY EIMA STREET AND N. E. BASINE ROAD 100' W. TO THE EAST. A FULL MOVEMENT ROUNDABOUT INTERSECTION AT EIMA STREET AND A THREE-QUARTER ACCESS ALONG THE WEST SIDE OF 60TH STREET TO PARK DRIVE CHARTER SCHOOL. TRAILS EXISTING AT PARK DRIVE WILL BE DEDICATED TO A NEW ROUNDABOUT ALONG THE RELOCATED CANTERBURY DRIVE. THE FINAL CONFIGURATION OF 100TH STREET WILL BE IN ACCORDANCE WITH THE CITY'S STREET STANDARDS.

BASED ON A REVIEW OF THE CURRENTLY PROPOSED CONSTRUCTION PLANS, EIMA STREET AND 100TH STREET TRAFFIC SIGNAL IS ANTICIPATED TO BE IMPROVED WITH THE SIGNALS TYPES GENERATED BY THE PUBLIC 1A SENIOR APARTMENTS USE. ONE ADDITIONAL WILL REMAIN UNCHANGED WITH THE PHASE 2B PORTION OF THE DEVELOPMENT, APPROXIMATELY 10 UNITS CONSIDERED. BOHAS REQUIRED FINANCIAL CONTRIBUTION AND CONSTRUCTION OBLIGATIONS FOR THIS SIGNAL WILL BE DETERMINED THROUGH THE WILLOUGHBY CORNER DEVELOPMENT AGREEMENT DURING THE PRELIMINARY AND FINAL PLAN PROCESS.

### EMERGENCY ACCESS INTENT

THE CITY OF LAFAYETTE PARKING DESIGN REQUIREMENTS DO NOT REFLECT CURRENT PARKING DEMANDS BASED ON DEMOGRAPHICS AND THE EXPANSION OF TRAVEL OPTIONS TO THE CITY. THE BOULDER COUNTY HOUSING AUTHORITY (BOHA) PROPOSES A RIGHT-SIZED AMOUNT OF PARKING ON LOTS TO AVOID BUILDING SURFACE PARKING THAT WILL BE UNDERUTILIZED, ALLOWING MORE GREENSPACE AND RESOURCES TO BE DEDICATED TO RECREATION AND OTHER AREAS. THE PID PARKING RATIOS CREATE A BALANCE BETWEEN SUPPLY AND DEMAND BASED ON OTHER BOHA COMMITTED PARKING DATA AND LOCAL USES. RESIDENTS, CITY PARKING RATES, AND ACTUAL PARKING PROVIDED WITH BOHAS EXTENSIVE EXPERIENCE IN DEVELOPING AFFORDABLE HOUSING COMMUNITIES. BOHA HAS DEVELOPED PARKING STANDARDS THAT REFLECT CURRENT DEMAND AND ARE BASED ON DATA FROM THEIR ESTABLISHED COMMUNITIES. THESE STANDARDS ARE SET FORTH IN THE PARKING DATA TABLE IN THE PID. WHILE THE CITY DOES NOT COUPLY ON CURRENT PARKING TO MEET PARKING REQUIREMENTS, COMMITTING TO PARKING IS A KEY NEED FOR RESIDENTS AND GUESTS. THERE ARE NO COMMERCIAL OR OFFICE USES. THE ON-STREET PARKING WILL ALSO PROVIDE ADDITIONAL PARKING SPACES FOR THE SHARED PARKING COMMON AREA PARKING LOTS ACROSS ALL OF WILLOUGHBY CORNER IS ANTICIPATED THROUGH A SHARED PARKING AGREEMENT. PLANNING AREA D IS PLANNED FOR FUTURE PARKING SPACES THAN REQUIRED BY THE PID PARKING STANDARDS. HOWEVER, AMPLE PARKING IS PROVIDED IN PLANNING AREA D AND THROUGHOUT THE COMMUNITY. ON-STREET PARKING IS ALSO AVAILABLE IN THE NEAR VICINITY.

### ARCHITECTURAL DESIGN INTENT

WILLOUGHBY CORNER IS A PLANNED UNIT DEVELOPMENT LOCATED AT THE INTERSECTION OF SEVERAL DIVERSE NEIGHBORHOODS WITH A VARIETY OF DESIGN INFLUENCES. THE NORTH-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES. THE WEST-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES. THE SOUTH-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES. THE EAST-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES. THE SOUTH-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES. THE EAST-BORDERING OF THE PROJECT IS FORMED BY THE EAST END OF EIMA STREET, ONE OF SEVERAL OF THE 19TH-CENTURY SENIOR HOUSING UNITS THAT RELATES TO PAST AND FUTURE COMMUNITIES.

PRELIMINARY ROOF FORMS WILL FEATURE PITCHED ROOFS THROUGHOUT THE SITE, WITH A VARIETY OF SLOPES OFFERING DETENTION BETWEEN DIFFERENT BUILDING TYPES. LARGE ROOF AREAS WILL BE BROOKING UP INTO SMALLER FORMS TO REDUCE THE OVERALL MASS OF THE BUILDINGS. THE APARTMENT BUILDINGS AND TOWNHOMES WILL CONTAIN FLAT ROOFS REFERRED TO AS PITCHED ROOFS. THE ROOF WILL BE DESIGNATED TO ACCOMMODATE PHOTOVOLTAICS.

A MIX OF HORIZONTAL LAP SIDING, VERTICAL BOARD-AND-BATTEN SIDING, PANEL SIDING, AND OTHER ACCENT SIDING MATERIALS AND FINISHES WILL BE USED TO VARY THE VISUAL INTEREST. THE LARGER APARTMENT BUILDINGS WILL FEATURE BRICK FINISHES IN EARTHY COLORS TO FORM A SOLID DURABLE BASE. IN ADDITION TO THEIR AESTHETIC QUALITIES, THE EXTERIOR MATERIALS WILL BE SELECTED FOR DURABILITY AND FIRE-RESISTANT PROPERTIES.

### BUILDING AND LOT SIZE INTENT

STRUCTURES ALONG EIMA ST. WILL CONTAIN A VARIETY OF DUPLEXES OF ONE AND TWO STORIES IN HEIGHT, WITH GARAGES ATTACHED TO ONE ALLEYS TO THE REAR. THE APARTMENT BUILDINGS WILL BE LIMITED TO TWO STORIES IN HEIGHT. THE COMMUNITY WILL CONTAIN TOWNHOME BUILDINGS OF FOUR TO EIGHT UNITS EACH, WITH GARAGE FACING ALLEYS AND FRONT ENTRANCES FACING COMMON LANDSCAPED AREAS. TOWNHOMES WILL BE LIMITED TO TWO STORIES IN HEIGHT. MID-RISE APARTMENT PLANS ARE ALSO LIMITED TO TWO STORIES IN HEIGHT WITH WALKUP UNITS ON THE GROUND FLOOR AND PARKING UNDERNEATH THE SECONDARY PORTION OF THE LARGEST APARTMENT BUILDINGS WILL BE LOCATED ALONG THE SOUTHERN, INDIVIDUAL EDGE OF THE SITE AND ALONG THREE STORIES IN HEIGHT. IN THE CENTER OF WILLOUGHBY CORNER, TWO COMMUNITY BUILDINGS WILL PROVIDE DIFFERENT FUNCTIONS FOR ADMINISTRATIVE OFFICES AND COMMING. GARAGE SPACE WITH TWO STORIES OF APARTMENTS ABOVE THE MAIN LEVEL OFFICES.

TO BETTER ENGAGE THE NEIGHBORHOOD AND CREATE A VIBRANT, CONNECTED COMMUNITY, EACH OF THE BUILDING TYPES WILL FEATURE PORCHES, PATIOS, AND/OR BALCONIES. IN KEEPING WITH OLD-TOWN DESIGN PRECEDENTS, THE DUPLEX BUILDINGS WILL EACH HAVE COVERED PORCHES FRONTING THE PUBLIC STREETS ON EIMA ST. AND 100TH ST. DUPLEX PORCHES WILL HAVE NO LESS THAN A FEET DEEP OF USABLE OUTDOOR SPACE. TOWNHOMES ON THE INTERIOR OF THE SITE WILL HAVE COVERED PORCHES FRONTING THE COMMON SPACE WITH A FEET DEEP OF USABLE OUTDOOR SPACE. MID-RISE APARTMENT PLATS WILL INCLUDE PARTIALLY COVERED PATIOS AS A SECONDARY ENTRANCE TO EACH GROUND FLOOR UNIT, AND SECOND-LEVEL BALCONIES FOR THE UPPER UNITS. THE LARGEST APARTMENT BUILDINGS WILL SIMILARLY INCLUDE PATIOS OR PARTIALLY COVERED SECONDARY ENTRANCES TO THE GROUND FLOOR UNITS. THE UPPER LEVEL APARTMENT UNITS WILL FEATURE ALLEY BALCONIES TO BRING IN AIR AND LIGHT TO THE UNITS WITHOUT DIRECT ACCESS TO THE GROUND FLOOR.

### PHASING PLAN AND TRANSIT INTENT

THE INTENT IS TO DEVELOP THE SITE IN THREE PHASES OVER THE COURSE OF FOUR YEARS. A DETAILED SITE PLAN FOR THE FIRST PHASE OF THE DEVELOPMENT SHALL BE SUBMITTED WITHIN 60 DAYS OF APPROVAL OF THIS PID.

### GRADING INTENT

THE GRADING OF THE SITE GENERALLY CONSISTS OF SLOPING THE SITE SURFACES AS A SLOPEMENT TO NORTHWEST DIRECTION TOWARDS THE LOW END OF THE SITE ALONG THE EAST SIDE, WHERE AN EXTENDED DETENTION BASIN WILL BE CONSTRUCTED. THE BASIN WILL PROVIDE BOTH FLOOD CONTROL, VOLCANIC STORM, AND WATER QUALITY TREATMENT. REEFERY WILL BE CONVEYED INTO THE FLOOD CONTROL AREAS THROUGH A SERIES OF STORM BARRIERS. THE OUTFLET POINT OF THE SITE IS AT THE INTERIOR NORTHWEST CORNER OF THE PROPERTY THAT DISCHARGES INTO THE LARGE OUTFLET ON THE NORTH SIDE OF EIMA STREET AND CONTAINS EASTWARD.

### LIGHTING INTENT

ALL LIGHTING WILL COMPLY WITH THE CITY OF LAFAYETTE MUNICIPAL CODE.

### LANDSCAPE AND PARKS INTENT

FINAL LANDSCAPE AND PARKS WAY BE MODIFIED THROUGH THE APPLICABLE FUTURE PLANNING PROCESSES. A COMBINATION OF DECIDUOUS SHADE, ORNAMENTAL AND EVERGREEN TREES INTEGRATED THROUGHOUT THE COMMUNITY SOFTENS AND ENHANCES THE ARCHITECTURE, CREATING BUFFERS BETWEEN ADJACENT PROPERTIES. STRONG CONNECTIONS TO GARDENS, PLANTINGS, AN OUCHWOOD, AND A UNIQUE PLAZA HAVE BEEN DEVELOPED THROUGH TRAILS AND TREE-LINED STREETS. THE PARKS AND COMMUNITY GARDENS WILL FEATURE DIVERSE PROGRAM ELEMENTS FOR FLEXIBLE USE AND FOSTER OPPORTUNITIES FOR INTERACTIONS BETWEEN DIVERSE GROUPS OF PEOPLE. OUTFLET WILL INCLUDE SOCLEMENTS AS A PLAYGROUND, NATURAL PLAY AREA BENCHES, MULTIPLE LAWN GARDENS, AND AN ARTING BODE. OUTFLET WILL INCLUDE SUCH ELEMENTS AS A DOG PARK, SENIOR AREA, PLAZA SPACE AND BENCHES.

IF IT IS DETERMINED THAT THE LANDSCAPING ALONG THE ROW AND IN PARKING LOTS WILL MEET THE CODE REQUIREMENTS, HOWEVER, MODIFICATIONS TO THESE STANDARDS MAY BE JUSTIFIED BY THE SITE PLAN STAGE. IN SOME AREAS, CLUSTERING TREES RATHER THAN SPACING THEM EVERY 40 FEET MAY PROVIDE A BETTER OVERALL AESTHETIC AND PROVIDE BETTER OPTIMIZATION FOR SHADING.

SUSTAINABILITY IS PROMOTED THROUGH A THOUGHTFULLY DESIGNED LANDSCAPE AND IRRIGATION DESIGN THAT CONSERVES WATER WHILE ENHANCING THE SENSE OF PLACE. HEALTHY LIFESTYLES WILL BE ENCOURAGED THROUGH OPPORTUNITIES FOR RECREATION AND RUNNING ON THE TRAILS AND WITH EXERCISE STATIONS SUBSIDIZING THE OPEN SPACE ALONG THE EASTERN PROPERTY BUFFER ZONE. THE DESIGN PROVIDES FOR TRAIL CONNECTIONS TO THE CITY'S TRAIL NETWORK.

### SUSTAINABILITY APPROACH TO LANDSCAPE AND IRRIGATION

WILLOUGHBY CORNER WILL BE SUSTAINABLE FROM A LANDSCAPE ARCHITECTURE AND IRRIGATION STANDPOINT IN MULTIPLE WAYS. LOW WATER USE NATIVE PLANT MATERIALS WILL BE USED THAT ENHANCE THE SENSE OF PLACE WHILE CONSERVING OUR MOST PRECIOUS RESOURCE, WATER. ALTHOUGH SUBSURFACE IRRIGATION WILL BE REQUIRED FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF TREES AND SHRUBS, PLANTS WILL BE ZONED APPROPRIATELY, AND TURF GRASSES WILL BE USED ONLY WHERE PLANTS CAN BE MAINTAINED. TURF GRASSES WILL BE AVOIDED AND HEAT-RESISTANT VARIETY TURF IRRIGATION WILL BE USED PRIMARILY TO ENHANCE THE EFFICIENT USE OF WATER. BY USING PLANTS THAT NEED RELATIVELY HIGH HUMIDITIES, REDUCES INCLUDING LOCAL, GOLF AND DISTAPAL, WILL BE CONSIDERED.

AGRICULTURAL SYSTEMS ARE INTENDED TO BE USED IN THE COMMON PARK AND GATHERING SPACE NEXT TO THE COMMUNITY CENTER. THIS WILL ALLOW FOR THE USE OF THE SUNS ENERGY NOT ONLY GROWN FRUITS AND VEGETABLES FROM A SOLAR STATION BUT ALSO TO POWER THE IRRIGATION SYSTEM. PASSED GRASSES BEGINS ALLOW FOR PRODUCTION OF FOOD IN A BETTING WITH BETTER SOIL AND AERATION AS WELL AS UNIVERSAL ACCESS. A SMALL ORCHARD WILL ALLOW FOR FRUIT PRODUCTION WHILE SHADING THE AREAS ALONG OTHER LARGES TREES THAT REDUCE THE HEAT ISLAND EFFECT THROUGHOUT THE COMMUNITY.

THE COMMUNITY ENCOURAGES ALTERNATIVE MODES OF TRANSPORTATION SUCH AS BUS, BICYCLE AND WALKING. IT PROVIDES A RANGE OF BIWAYS, SOME TREES AND SHRUBS ARE MORE PRONE TO THE FOLLOWING: PROPOSED PROTECTING PARKING AND MAINTENANCE WILL BE KEY TO THE LONG-TERM PREVENTION OF BROWN INJURIES AS PLANTS MATURE. SUSTAINABLE MATERIALS WILL BE USED TO REDUCE THE CARBON FOOTPRINT OF THE DEVELOPMENT. PHOTOVOLTAIC SYSTEMS WILL BE USED TO REDUCE THE CARBON FOOTPRINT OF THE DEVELOPMENT. PHOTOVOLTAIC SYSTEMS WILL BE USED TO REDUCE THE CARBON FOOTPRINT OF THE DEVELOPMENT.

FUTURE PLANTINGS WILL BE INTEGRATED TO MITIGATE HEAT AND POSITIONED IN AREAS THAT DO NOT ENCOURAGE THE SPREAD OF INSECTS. SOME TREES AND SHRUBS ARE MORE PRONE TO THE FOLLOWING: PROPOSED PROTECTING PARKING AND MAINTENANCE WILL BE KEY TO THE LONG-TERM PREVENTION OF BROWN INJURIES AS PLANTS MATURE. SUSTAINABLE MATERIALS WILL BE USED TO REDUCE THE CARBON FOOTPRINT OF THE DEVELOPMENT. PHOTOVOLTAIC SYSTEMS WILL BE USED TO REDUCE THE CARBON FOOTPRINT OF THE DEVELOPMENT.

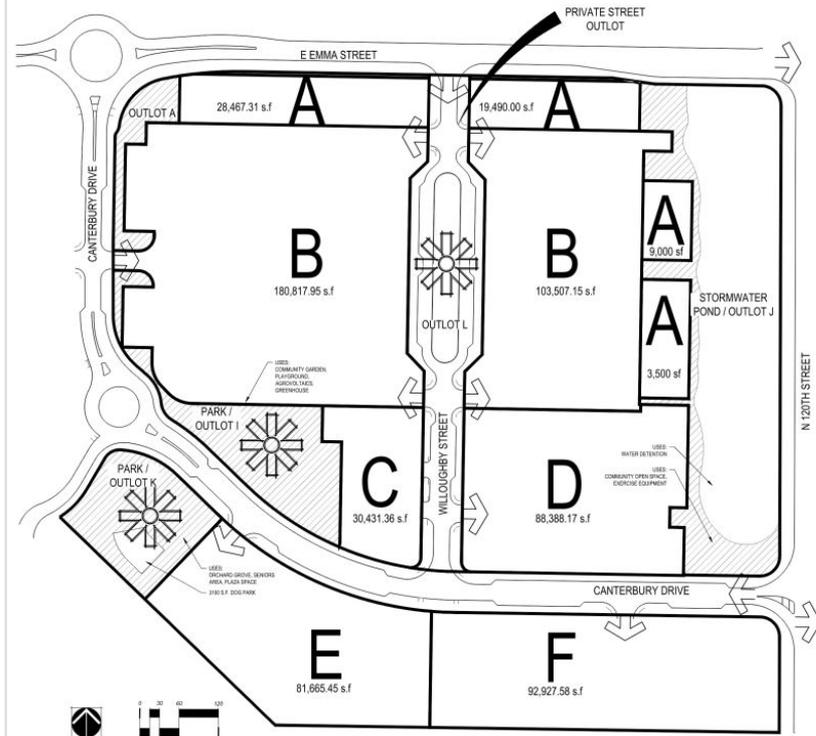
THE RELATIONSHIP BETWEEN THE NATURAL AND MAN-MADE ENVIRONMENT AT WILLOUGHBY CORNER.

- Relationship to Municipal Code Requirements
- Parking
- Pedestrian, Vehicular & Emergency Access
- Mobility Hub
- Architectural Design
- Building & Unit Size
- Phasing
- Grading
- Lighting
- Landscaping & Parks
- Sustainability Approach to Landscaping & Irrigation

# PLANNING AREAS

## PLANNING AREAS

**WILLOUGHBY CORNER  
PLANNED UNIT DEVELOPMENT**  
LOCATED IN THE SE 1/4 OF SECTION 2, T1S, R69W OF THE 6TH P.M.,  
CITY OF LAFAYETTE, COUNTY OF BOULDER, STATE OF COLORADO



LAND USE DATA- R4 ZONING

PLANNING AREA	USE	DESCRIPTION OF USES	ACRES	PROPOSED UNITS	PROPOSED DENSITY	TOTAL DEVELOPMENT PERCENTAGE
A	RESIDENTIAL	SINGLE-FAMILY ATTACHED DUPLEXES	1.61	30	14	7%
B	RESIDENTIAL	SINGLE-FAMILY ATTACHED TOWNHOMES INCLUDES SINGLE-FAMILY ATTACHED TOWNHOME, DUPLEX, AND MULTIFAMILY RESIDENTIAL, COMMERCIAL, RETAIL AND OFFICE USES	6.53	128	21	27%
C	MIXED USE / COMMUNITY SPACE	MULTIFAMILY APARTMENTS	0.70	14	18	3%
D	MULTIFAMILY	MULTIFAMILY APARTMENTS	2.03	54	36	8%
E	SENIOR LIVING	SENIOR LIVING APARTMENTS	1.85	63	34	8%
F	MULTIFAMILY	MULTIFAMILY APARTMENTS	2.10	111	49	9%
OPEN AREAS (OUTLOTS A-K)		INTENDED FOR FUTURE DEVELOPMENT INCLUDES COMMUNITY GARDENS, PLAYGROUND, EXERCISE EQUIPMENT, ORCHARDS AND OPEN SPACE	1.785	-	-	7%
OUTLOTS	STORMWATER POND (OUTLOT J)	INTENDED FOR FUTURE DEVELOPMENT INCLUDES WATER QUALITY / DETENTION POND, OPEN SPACE AND PUBLIC TRAILS	2.71	-	-	11%
OUTLOT L		INTENDED FOR FUTURE DEVELOPMENT INCLUDES OPEN AREA, COMMUNITY GATHERING AREA, PEDESTRIAN AND VEHICLE ACCESS, INGRESS AND EGRESS	1.425	-	-	6%
ROW	CANTERBURY DRIVE, E EMMA STREET, N 120TH STREET ROW	PUBLIC RIGHT-OF-WAY	3.28	-	-	14%
<b>TOTAL</b>			<b>34.1</b>	<b>400</b>	<b>166</b>	<b>100%</b>

PUBLIC LAND DEDICATION	
PLANNING AREA	ACREAGE
ROW (1/2 OF TOTAL)	1.6
OUTLOT I	0.835
OUTLOT K (WITHOUT DOG PARK)	0.608
OUTLOT J (AREA WITH LOOP TRAIL)	1.374
TOTAL PLD	4.417
PERCENT OF TOTAL LAND AREA	18%

\*INCLUDES A PORTION OF OUTLOT J SUITABLE FOR PUBLIC USE OUTSIDE OF THE STORMWATER DETENTION AREA.

**LEGEND**



- A: 30 DUPLEXES
- B: 128 TOWNHOMES
- C: 14 MF + COMMUNITY CENTER
- D: 54 MF
- E: 63 SENIOR MF
- F: 111 MF
- OUTLOTS I, J & K: PARKS
- DETENTION, TRAIL

# PLANNING AREAS



## LAND USE DATA- R4 ZONING

PLANNING AREA	USE	DESCRIPTION OF USES	ACRES	PROPOSED UNITS	PROPOSED DENSITY	TOTAL DEVELOPMENT PERCENTAGE
A	RESIDENTIAL	SINGLE-FAMILY ATTACHED DUPLEXES	1.61	30	14	9%
B	RESIDENTIAL	SINGLE-FAMILY ATTACHED DUPLEXES	6.53	128	21	25%
C	MIXED USE/ COMMUNITY SPACE	INCLUDES SINGLE-FAMILY ATTACHED (TOWNHOME, DUPLEX) AND MULTI-FAMILY RESIDENTIAL, COMMERCIAL, RETAIL, AND OFFICE USES.	0.70	14	18	3%
D	MULTI-FAMILY	MULTI-FAMILY APARTMENTS	2.03	54	36	9%
E	SENIOR LIVING	SENIOR LIVING APARTMENTS	1.85	63	34	8%
F	MULTI-FAMILY	MULTI-FAMILY APARTMENTS	2.10	111	49	9%
OUTLOTS	OPEN AREAS (OUTLOTS A, I, K)	INTENDED FOR FUTURE DEVELOPMENT-INCLUDES COMMUNITY GARDENS, PLAYGROUND, EXERCISE EQUIPMENT, ORCHARDS AND OPEN SPACE	1.765	-	-	8%
	STORMWATER POND (OUTLOT J)	INTENDED FOR FUTURE DEVELOPMENT INCLUDES WATER QUALITY/ DETENTION POND, OPEN SPACE AND PUBLIC TRAILS	2.71	-	-	10%
ROW	CANTERBURY DRIVE, E EMMA STREET, N 120TH STREET ROW	PUBLIC RIGHT-OF-WAY	3.28	-	-	19%
<b>TOTALS</b>			<b>24.1</b>	<b>400</b>	<b>16.6 DU/ AC</b>	<b>100%</b>

## PUBLIC LAND DEDICATION

PLANNING AREA	ACREAGE
ROW (1/2 OF TOTAL)	1.6
OUTLOT I	0.835
OUTLOT K (WITHOUT DOG PARK)	0.608
OUTLOT J (AREA WITH LOOP TRAIL)	1.374
TOTAL PLD	4.417
PERCENT OF TOTAL LAND AREA	18%

\*INCLUDES A PORTION OF OUTLOT J SUITABLE FOR PUBLIC USE OUTSIDE OF THE STORMWATER DETENTION AREA.

## OUTLOT L:

OPEN AREA, COMMUNITY GATHERING SPACE, PEDESTRIAN ACCESS, VEHICULAR ACCESS, INGRESS AND EGRESS, (\*) 1.425 ACRES

## LEGEND



PARK



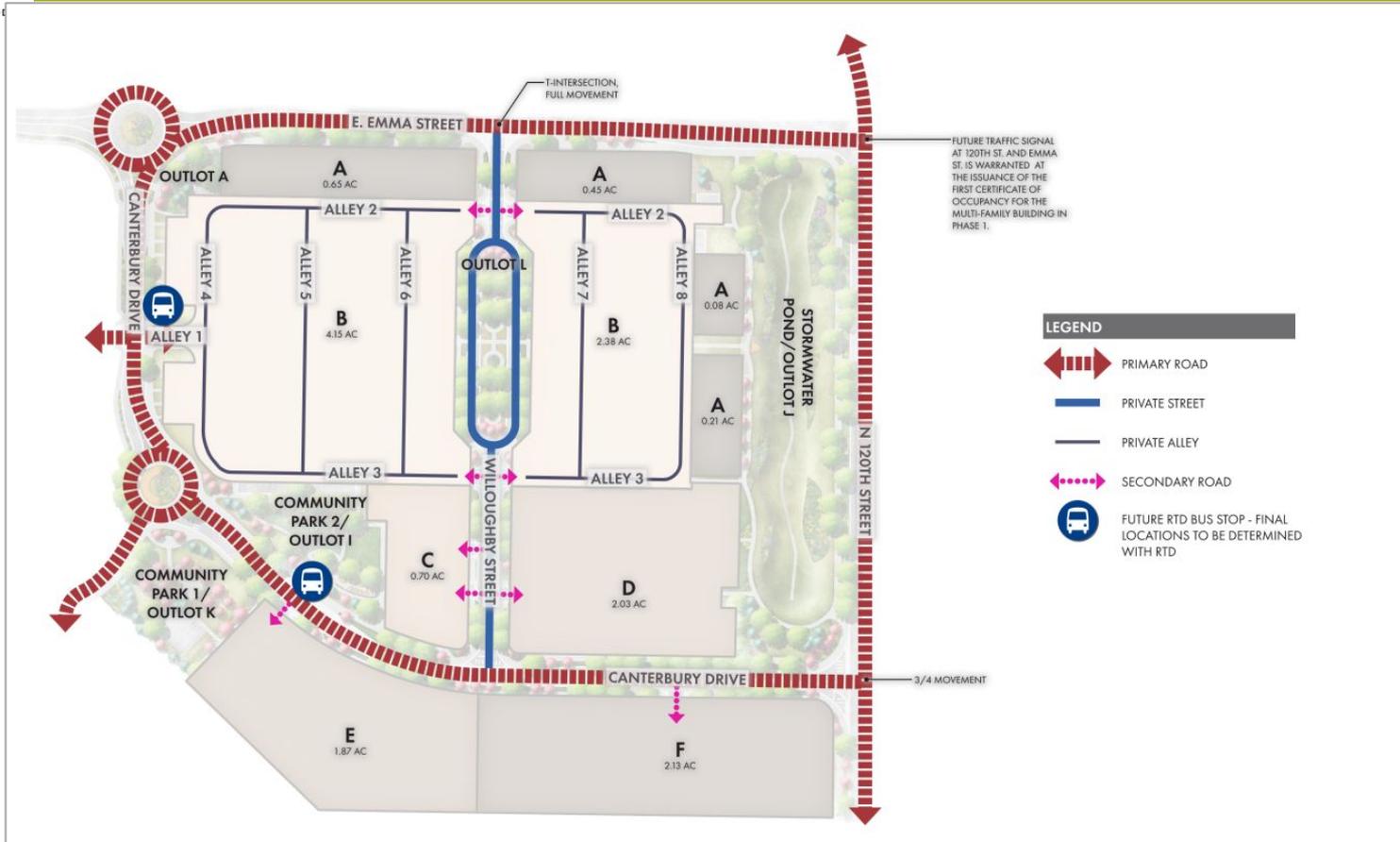
PUBLIC LAND DEDICATION



WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD

# VEHICULAR ACCESS PLAN





**WILLOUGHBY  
CORNER**

HOME IN THE NEIGHBORHOOD

# PARKS & LANDSCAPING



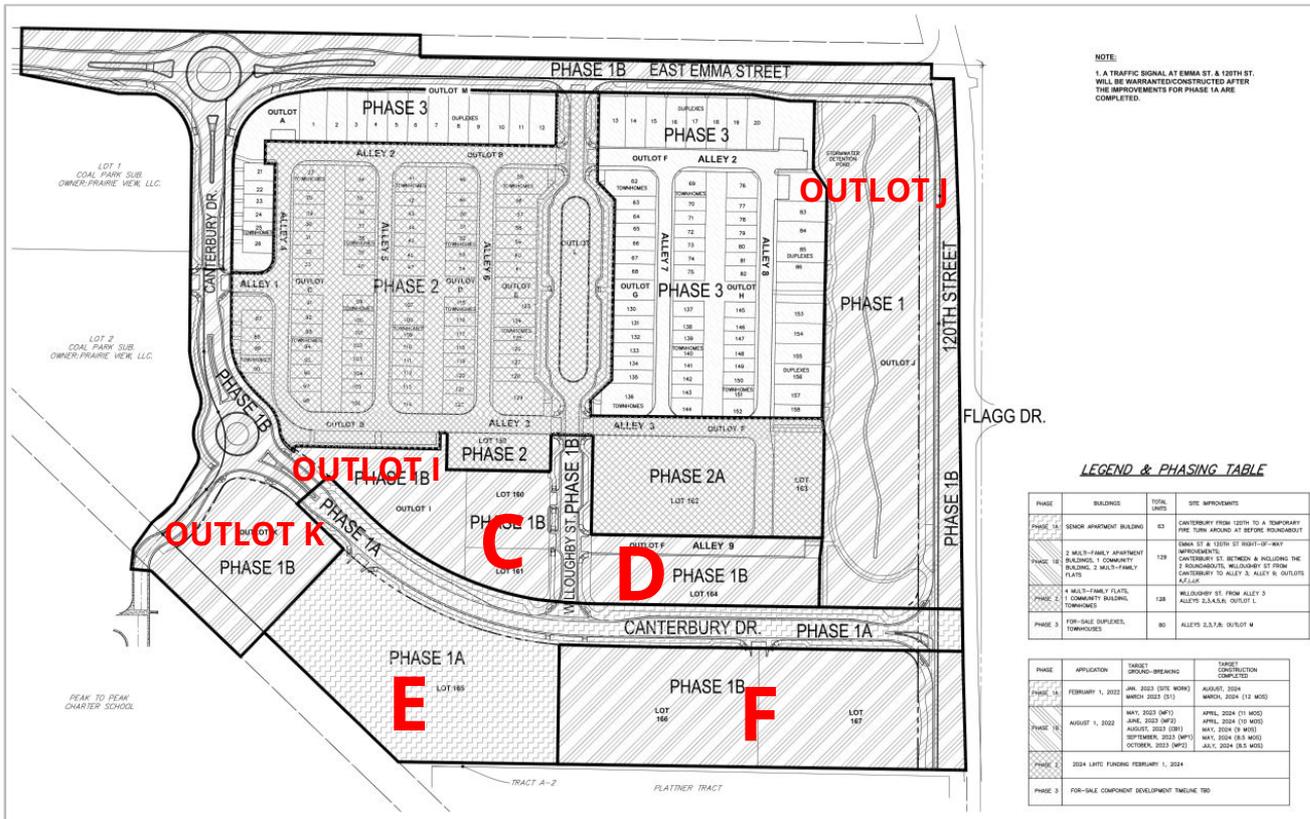
# IRRIGATION ZONES





# PHASING PLAN

## PHASE I SITE PLAN



- C: COMMUNITY CENTER
- D: 18 MF
- E: 63 SENIOR MF
- F: 111 MF
- OUTLOTS I, J & K: PARKS  
• DETENTION, TRAIL
- CANTERBURY DR. /  
ROUNDABOUTS / EMMA  
STREET / 120<sup>TH</sup> + SIGNAL
- MULTI-MODAL PATH
- RTD STOP



WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD

# PUD Engagement Timeline

- *September ELAC Meeting in Sept 2021*
- *December ELAC Meeting in Dec 2021*
- *1st Neighborhood Meeting in Dec 2021*
- *2nd Neighborhood Meeting in Jan 2022*
- *February ELAC Meeting in Feb 2022*
- *April ELAC Meeting in Apr 2022*
- *June ELAC Meeting in June 2022*
- *October ELAC Meeting in Oct 2022*
- ***PUD to Planning Commission on 7/13/2022 -Unanimous Approval***
- ***PUD to City Council on 10/20/2022***

# Development Agreements Affordable Housing Plan & Vested Rights



**WILLOUGHBY  
CORNER**

HOME IN THE NEIGHBORHOOD

## 2017 Intergovernmental Agreement City of Lafayette & Boulder County/BCHA

- **Affordable Rental:** **80%** of all units will be deed-restricted units for tenants earning **at or below 60% of the Area Median Income** (AMI). No less than 10% of these units shall be age-restricted for occupancy by persons fifty-five years of age or older.  
**Willoughby Corner provides 320 rental apartments and townhomes, including 63 apartments (15.75%) age-restricted to 55+.**
- **Affordable For-Sale:** **20%** of all units will be deed-restricted **for-sale** units for households earning **at or below 120% of the AMI**.  
**Willoughby provides 80 for-sale townhomes and duplexes.**
- **Unrestricted Market-rate:** Not to exceed 20% of the total number of residential units.  
**Willoughby is 100% affordable!**



# COMMUNITY HOUSING PLAN & AFFORDABLE HOUSING AGREEMENT

## Affordable Housing Agreement

- Affordability requirements
  - Low-/Income Rentals
  - Senior Low-Income
  - For-sale Affordable
- Compliance Reporting
- Administration of Affordable Units
- Residential Growth Management Exemption

Phase	Low-Income Rental Units	For-Sale Affordable Units	Market-Rate Units	Total Units	Units qualifying as CAHUs	Senior Low-Income Rental Units
1A	63	0	0	63	63	63
1B	129	0	0	129	97	0
2	128	0	0	128	0	0
3	0	64	16	80	0	0
Total	320	64	16	400	160	63

## Vested Rights

- Resolution granting the vesting of the Willoughby Corner Final Planned Unit Development Plan
- Ten Years

# Community Planning



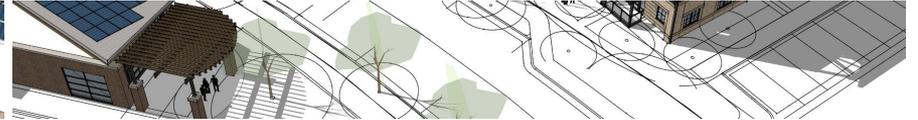
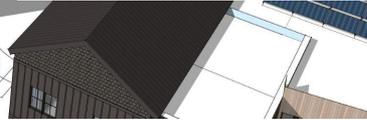
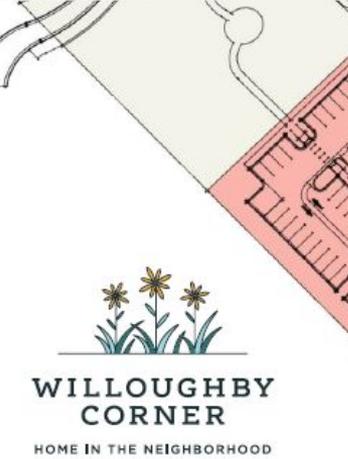
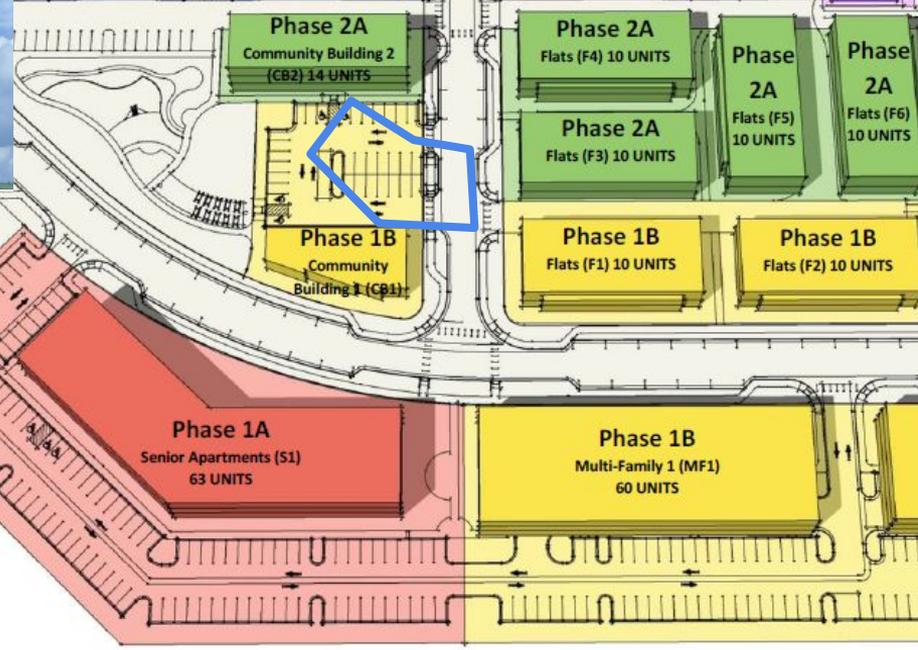
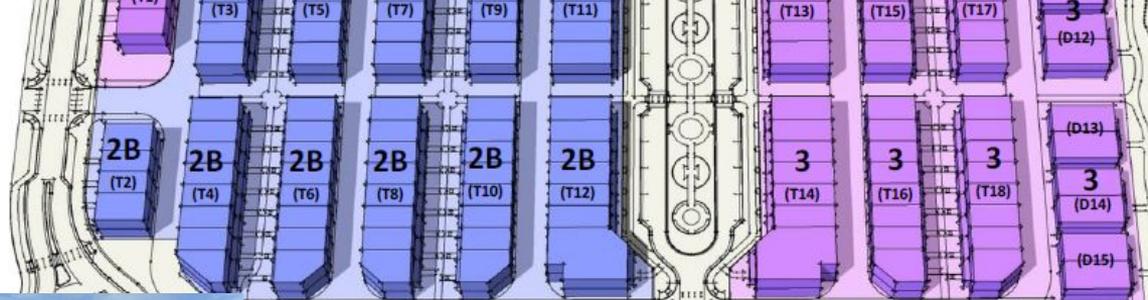
WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD



HOME IN THE NEIGHBORHOOD

# Community Plan







WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD

# Community Planning



# Activation



# Activation



# Activation



# Activation



# WILLOUGHBY CORNER TIMELINE



WILLOUGHBY  
CORNER

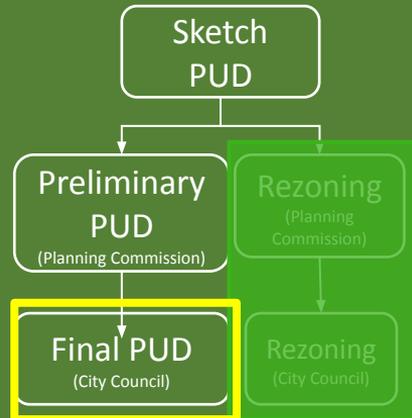
HOME IN THE NEIGHBORHOOD

# Lafayette Process

## Entitlement Step

*Establishment of rules and standards to guide development. Preliminary design of infrastructure.*

- Planned Unit Development
- Rezoning



## Subdivision/Infrastructure Step

*Subdivision of property into rights-of-way, lots and tracts. Design of trunkline infrastructure and stormwater systems. Can happen in multiple phases.*

- Platting
- Civil infrastructure Construction Drawings

## Vertical Construction Step

*Site specific plans and buildings. Phased by development parcel(s)  
Each lot requires a site plan.*

- Site Plan/Architecture
- Building and Utility Permitting

# Timeline – completed efforts

Milestone	Timeline	Milestone	Timeline	Milestone	Timeline
Initial Sketch Plan Submittal	Feb. 2019	9% LIHTC – LOI & Concept Meeting	Dec. 1, 2021	Rezoning - Planning Commission Public Hearing	March 9th, 2022
Sketch Plan Neighborhood Meeting	March 2019	PUD + Rezoning Application Submittal	Dec. 14, 2021	Rezoning - City Council Public Hearing	April 5th, 2022
Sketch Plan 2 <sup>nd</sup> Submittal	May 2019	PUD 1 <sup>st</sup> Neighborhood Meeting	Dec. 15, 2021	ELAC Meeting	April 15, 2022
Sketch Plan 3 <sup>rd</sup> Submittal	July 2019	2 <sup>nd</sup> Preliminary plan Submission	Jan. 2022	9% LIHTC - Project Interview	April 29th 2022
Sketch Plan 4 <sup>th</sup> Submittal	Sept. 2019	Neighborhood Meeting 2 [virtual]	Jan. 13, 2022	9% LIHTC Awarded	May 5th 2022
Planning Commission Public Hearing	Sept. 19, 2019	9% LIHTC Application	Feb. 1, 2022	ELAC Meeting	June 9th, 2022
Initial Preliminary Plan Submission	March 27, 2020	4% LIHTC - Letter of Intent	Feb. 15, 2022	Site Plan Phase 1 Submittal	June 17, 2022
Rezoning Application Submission	March 27, 2020	PUD 2 <sup>nd</sup> Neighborhood Meeting	Dec. 15, 2021	Department of Housing – Funding Application	July 1, 2022
Covid-19		Architectural Building Design	Ongoing	Prelim PUD & Prelim Plat– Planning Commission	July 13, 2022
Vertical Design Kickoff	July 2021	ELAC meeting	Feb. 24, 2022	Second PUD Resubmittal	July 22, 2022
Pre-Application Meeting with City	Aug. 2021	PUD technical review with City Staff	Feb. 28, 2022	Site Plan Phase 1 Resubmittal	August 16, 2022
ELAC Meeting	Sept. 15, 2021	PUD + Preliminary Plat - 2 <sup>nd</sup> Submittal	March 8th, 2022	Third PUD Resubmittal	August 30, 2022
ELAC Meeting	Dec. 1, 2021				

# Timeline - Future Milestones

Milestone	Timeline
Final PUD Resubmittal	October 13, 2022
<b>PUD - City Council Public Hearing</b>	<b>September 20, 2022</b>
Site Plan Applications	Summer 2023
Entitlements Approvals	Summer 2023
Phase 1A Senior Apartments Building Permit Application	Aug., 2023
4% LIHTC Application	Aug. 2022
4% LIHTC Award	Nov., 2023
Phase 1 Construction Start	Q1 2023

# QUESTIONS



WILLOUGHBY  
CORNER

HOME IN THE NEIGHBORHOOD

# QUESTIONS

- Water Allocation
- Parking
- Public Transportation & Ridership Incentives
- Safe Streets
- Housing Priority
- Senior Tax Benefits

# Thank you!

## **Boulder County Housing Authority**

Visit [www.willoughbycorner.org](http://www.willoughbycorner.org) to stay updated and join our interest list

Molly Chiang | [mchiang@bouldercounty.org](mailto:mchiang@bouldercounty.org) | (303) 441-3861

Jim Williams | [jcwilliams@bouldercounty.org](mailto:jcwilliams@bouldercounty.org) | (303)441-1260

## **The Pachner Company**

Jasper Vue | [jasper@thepachnercompany.com](mailto:jasper@thepachnercompany.com) | (303) 825 -1671

Marcus Pachner | [marcus@thepachnercompany.com](mailto:marcus@thepachnercompany.com) | (303)825-1671



# Parking - Case Study



Table 1: Unit Mix Comparison

Unit Counts	No. of Beds	Total No. of Units	Total
55 and Over	1	46	71
	2	25	
Mixed Age	1	61	129
	2	38	
	3	30	

How are parking spaces allocated?

Approximately **1.5 parking spaces** are allotted to each unit (varied, based on unit size) for residents and their guests, in addition to accessible parking and additional parking for staff and visitors. The apartment building offers underground parking and many of the townhome units have access to covered parking. Residents may also park their bicycles in any of the bike racks available on-site.

# Parking - Case Study

HOME IN THE NEIGHBORHOOD

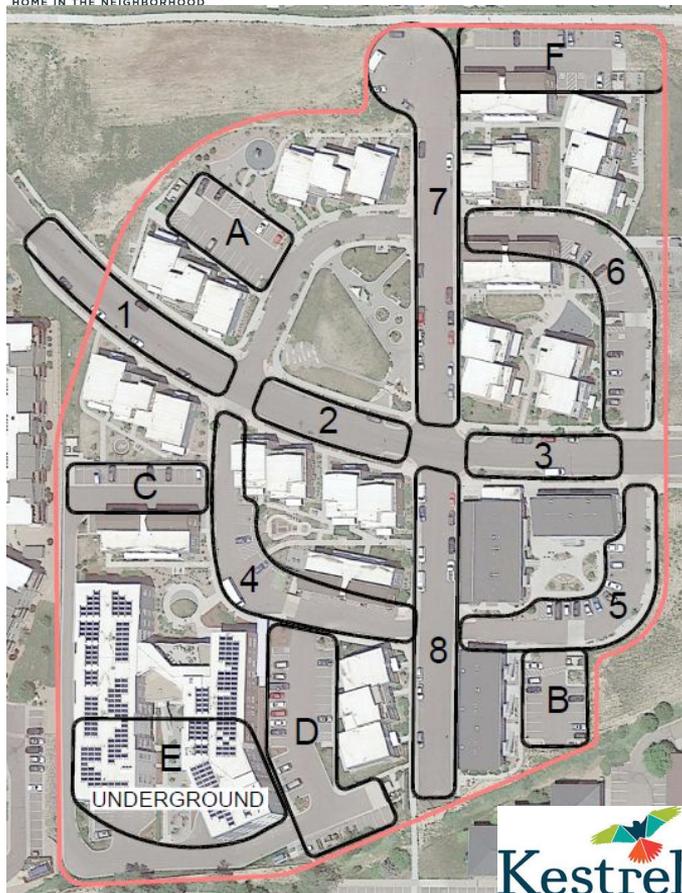


Table 2: Parking Counts

Zone Designation	Parking Supply	Parking Demand							
		5am-6am	7am-8am	9am-10am	11am-12am	1pm-2pm	3pm-4pm	5pm-6pm	7pm-8pm
A	21	8	8	4	4	6	6	13	8
B	14	11	10	7	7	6	6	6	8
C	22	12	11	7	10	9	3	11	12
D	34	12	12	11	12	10	9	11	11
E	57	53	49	45	37	40	39	43	52
F	28	9	8	6	7	9	5	5	3
1	18	13	12	7	8	7	6	7	8
2	9	4	4	3	2	2	2	4	5
3	5	3	3	2	2	1	3	5	4
4	16	13	11	12	12	12	10	10	11
5	12	10	10	10	8	8	8	9	11
6	23	20	19	12	14	10	6	15	18
7	28	15	12	9	7	10	8	7	11
8	18	12	11	7	5	9	6	7	9
TOTAL	305	195	180	142	135	139	117	153	171

# Parking - Case Study

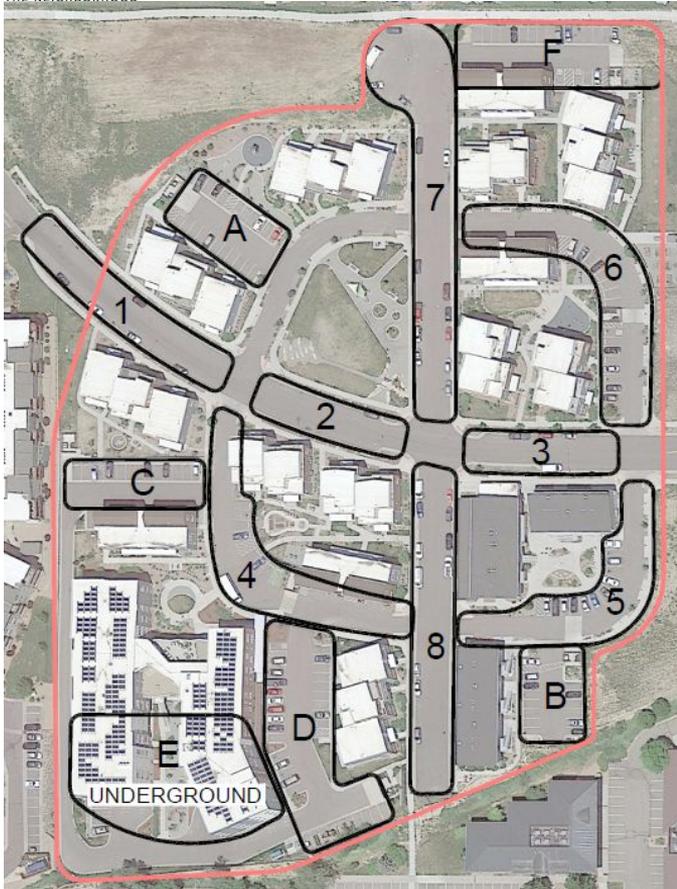


Table 3: Parking Utilization

Zone Designation	Parking Supply	Parking Utilization							
		5am-6am	7am-8am	9am-10am	11am-12am	1pm-2pm	3pm-4pm	5pm-6pm	7pm-8pm
A	21	38%	38%	19%	19%	29%	29%	62%	38%
B	14	79%	71%	50%	50%	43%	43%	43%	57%
C	22	55%	50%	32%	45%	41%	14%	50%	55%
D	34	35%	35%	32%	35%	29%	26%	32%	32%
E	57	93%	86%	79%	65%	70%	68%	75%	91%
F	28	32%	29%	21%	25%	32%	18%	18%	11%
1	18	72%	67%	39%	44%	39%	33%	39%	44%
2	9	44%	44%	33%	22%	22%	22%	44%	56%
3	5	60%	60%	40%	40%	20%	60%	100%	80%
4	16	81%	69%	75%	75%	75%	63%	63%	69%
5	12	83%	83%	83%	67%	67%	67%	75%	92%
6	23	87%	83%	52%	61%	43%	26%	65%	78%
7	28	54%	43%	32%	25%	36%	29%	25%	39%
8	18	67%	61%	39%	28%	50%	33%	39%	50%
TOTAL	305	64%	59%	47%	44%	46%	38%	50%	56%

Table 4: Ratios of Parked Cars/Unit

TOTAL	Parking Ratios							
	5am-6am	7am-8am	9am-10am	11am-12am	1pm-2pm	3pm-4pm	5pm-6pm	7pm-8pm
TOTAL	0.98	0.90	0.71	0.68	0.70	0.59	0.77	0.86



**WILLOUGHBY  
CORNER**

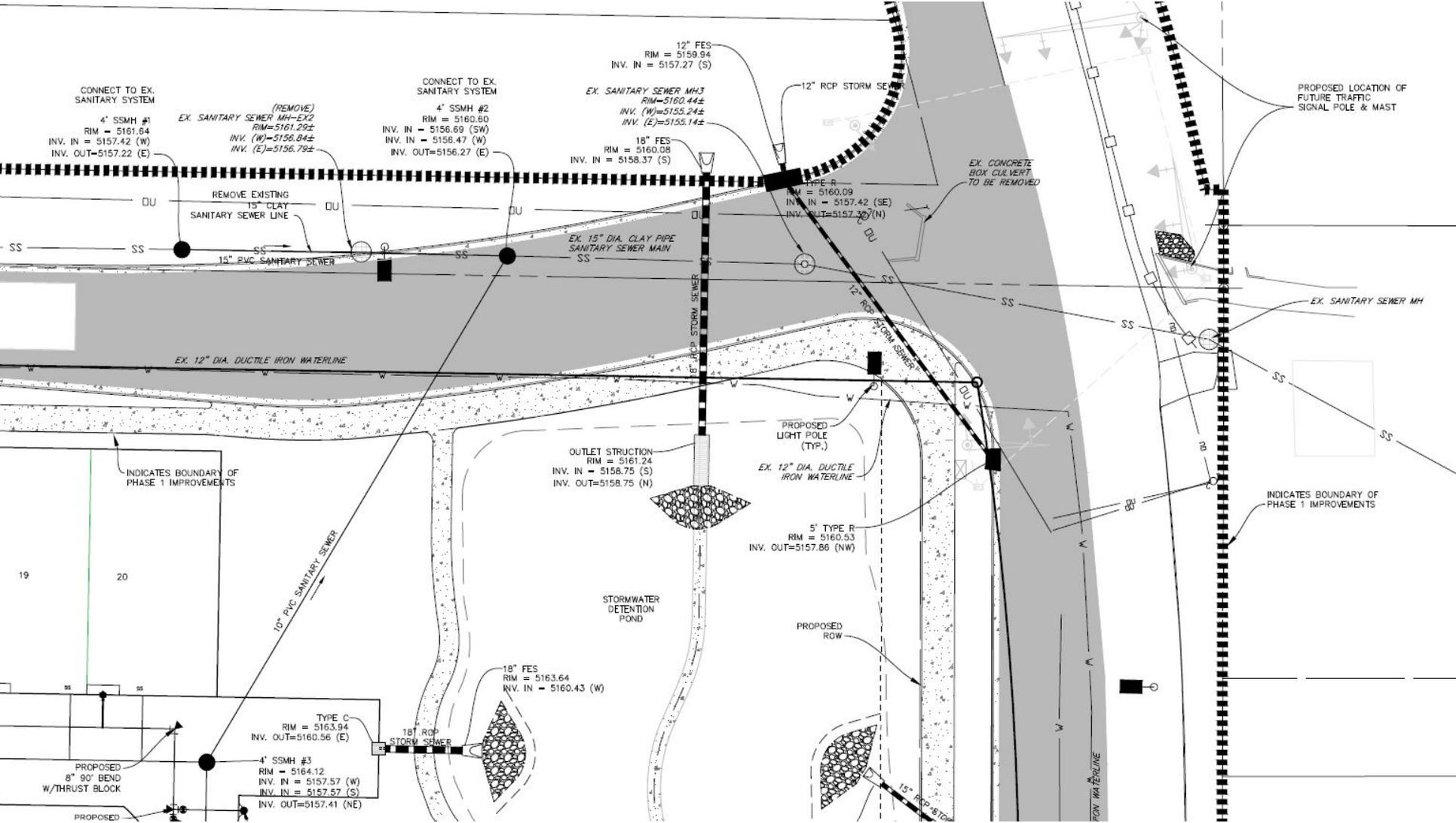
HOME IN THE NEIGHBORHOOD

# Willoughby Corner - Parking



Planning Area	Total No. of Units
A	30
B	128
C	14
D	54
E	63
F	111
<b>Totals</b>	<b>400</b>

Planning Area	Use	Required			Proposed			Percent Reduction		
		1 BR	2 BR	3 BR	1 BR	2 BR	3 Br	1 BR	2 BR	3 BR
A	Duplex	2.0			2.0			0%		
B	Townhomes	1.5	2.0	2.5	-	2.0	2.0	-	0%	20%
C	Community Building	1 per 400 sf			1 per 770 sf			48%		
C, D & F	Apartments	1.5	2.0	2.5	1.0	1.5	1.75	33%	25%	30%
E	Apartments (senior)	1.5	2.0	2.5	0.75	1.25	-	50%	37.5%	-



CONNECT TO EX. SANITARY SYSTEM

4" SSMH #1  
RIM = 5161.64  
INV. IN = 5157.42 (W)  
INV. OUT = 5157.22 (E)

(REMOVE)

EX. SANITARY SEWER MH-EX2  
RIM = 5161.29±  
INV. (W) = 5156.84±  
INV. (E) = 5156.79±

CONNECT TO EX. SANITARY SYSTEM

4" SSMH #2  
RIM = 5160.60  
INV. IN = 5156.69 (SW)  
INV. IN = 5156.47 (W)  
INV. OUT = 5156.27 (E)

EX. SANITARY SEWER MH3  
RIM = 5160.44±  
INV. (W) = 5155.24±  
INV. (E) = 5155.14±

18" FES  
RIM = 5160.08  
INV. IN = 5158.37 (S)

TYPE R  
RIM = 5160.09  
INV. IN = 5157.42 (SE)  
INV. OUT = 5157.30 (N)

REMOVE EXISTING  
SANITARY SEWER LINE

EX. 15" DIA. CLAY PIPE  
SANITARY SEWER MAIN

EX. 12" DIA. DUCTILE IRON WATERLINE

INDICATES BOUNDARY OF  
PHASE 1 IMPROVEMENTS

OUTLET STRUCTURE  
RIM = 5161.24  
INV. IN = 5158.75 (S)  
INV. OUT = 5158.75 (N)

PROPOSED  
LIGHT POLE  
(TYP.)

EX. 12" DIA. DUCTILE  
IRON WATERLINE

5" TYPE R  
RIM = 5160.53  
INV. OUT = 5157.86 (NW)

INDICATES BOUNDARY OF  
PHASE 1 IMPROVEMENTS

10" PVC SANITARY SEWER

STORMWATER  
DETENTION  
POND

PROPOSED ROW

18" FES  
RIM = 5163.64  
INV. IN = 5160.43 (W)

18" RCP  
STORM SEWER

TYPE C  
RIM = 5163.94  
INV. OUT = 5160.56 (E)

4" SSMH #3  
RIM = 5164.12  
INV. IN = 5157.57 (W)  
INV. IN = 5157.57 (S)  
INV. OUT = 5157.41 (NE)

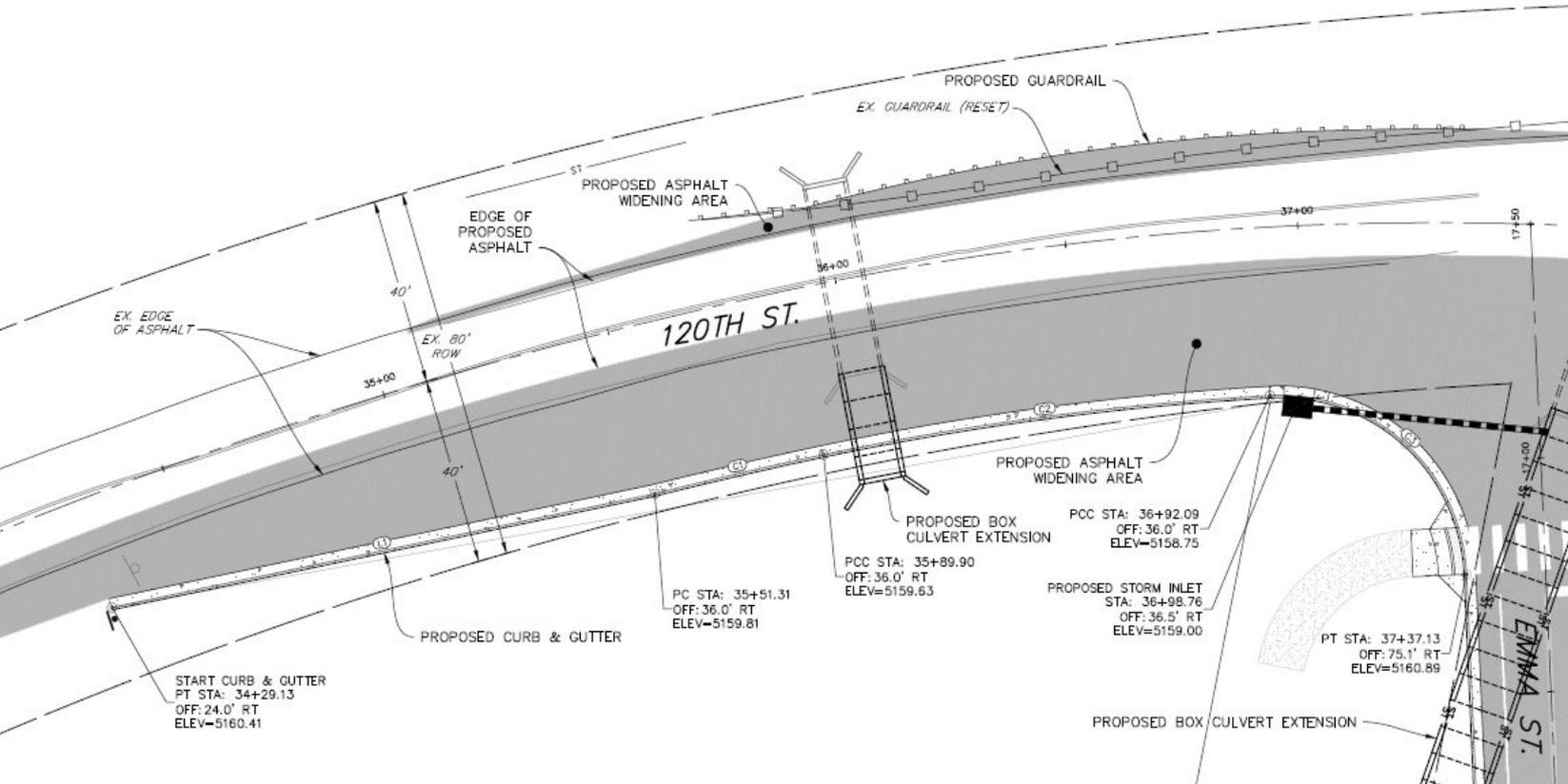
PROPOSED  
8" 90° BEND  
W/THRUST BLOCK

PROPOSED

PROPOSED LOCATION OF  
FUTURE TRAFFIC  
SIGNAL POLE & MAST

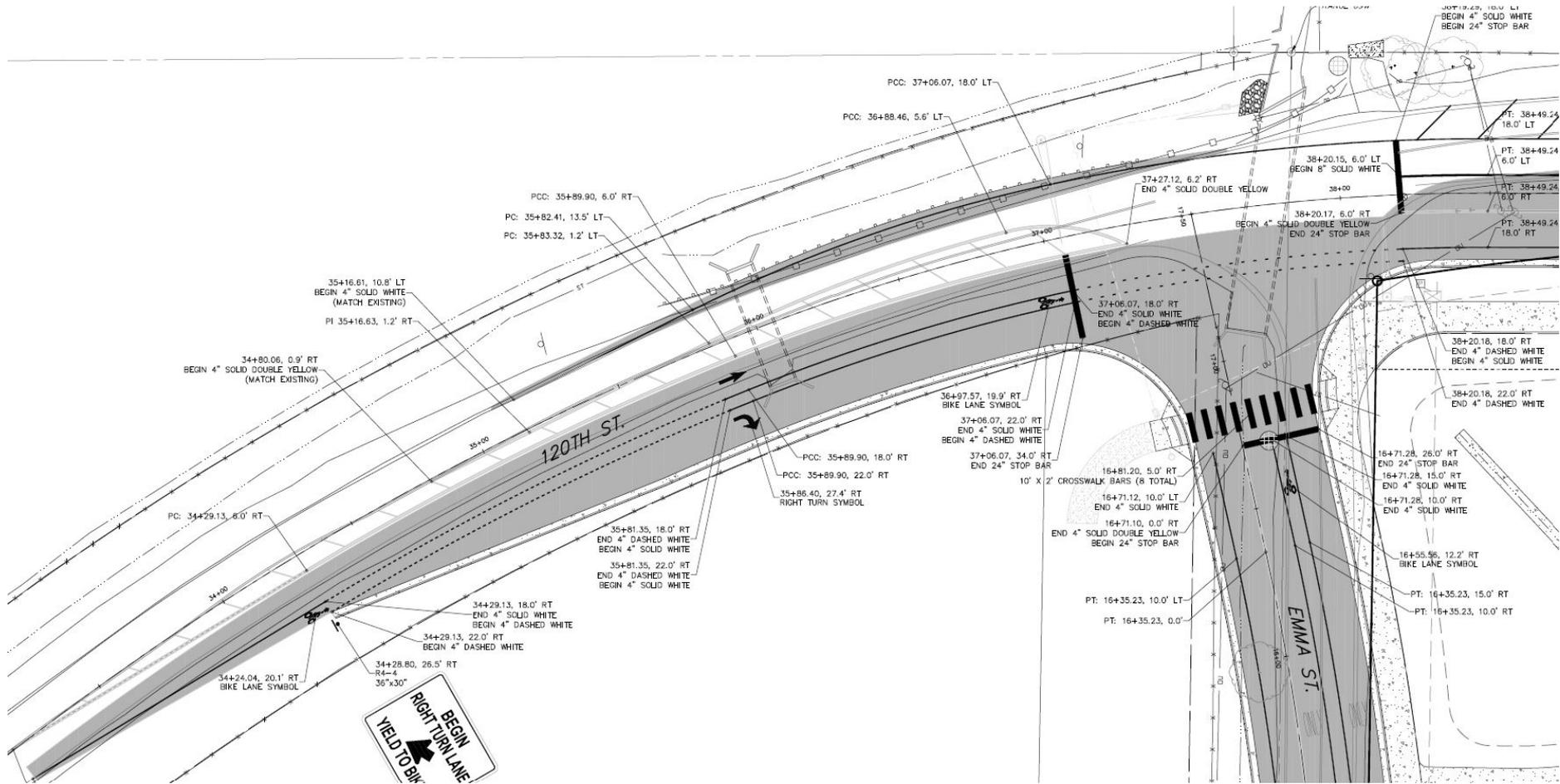
EX. SANITARY SEWER MH

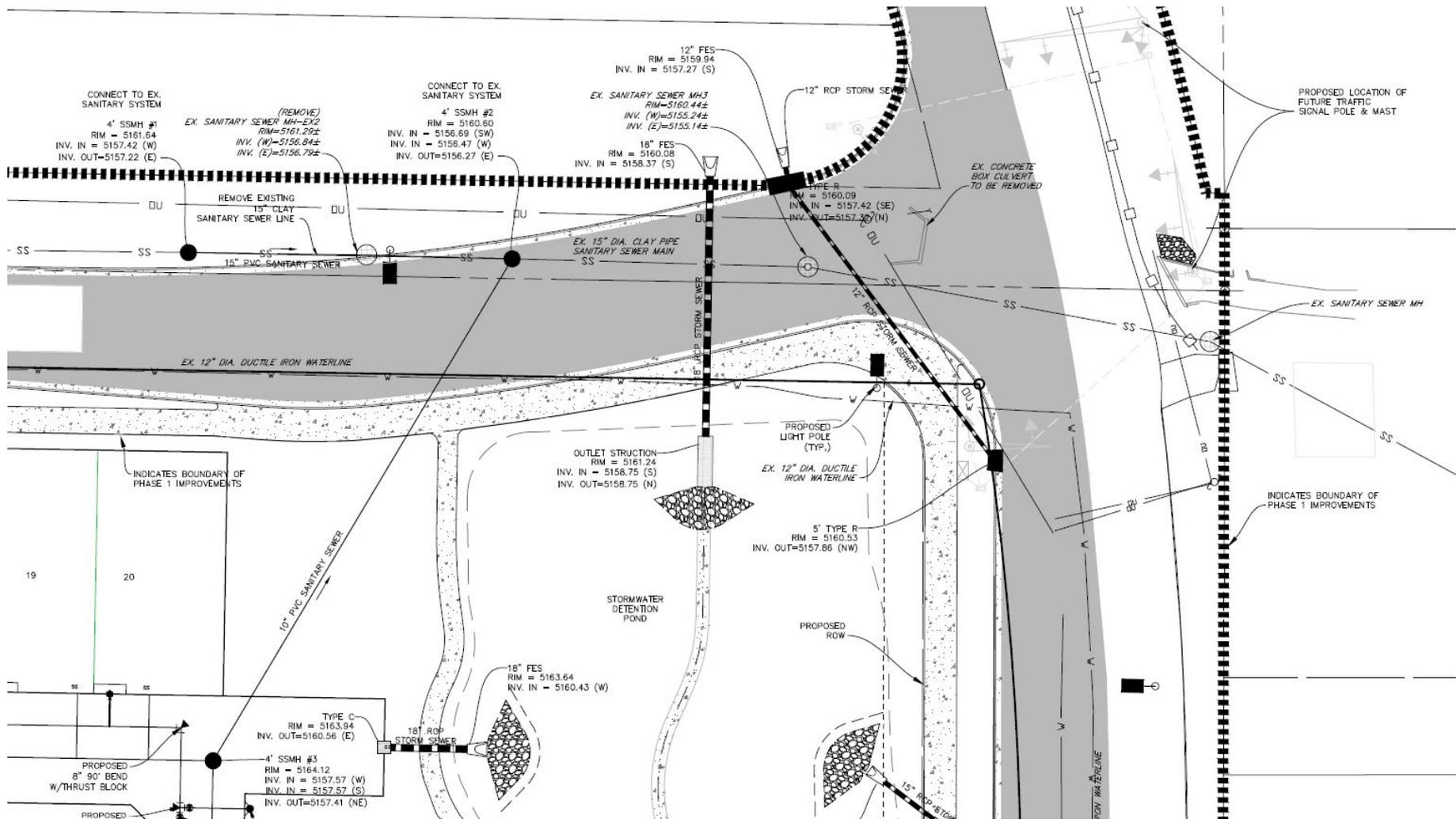
PON WATERLINE



120TH STREET WEST FLOWLINE PROFILE

SCALES: HORIZ. 1" = 20'





CONNECT TO EX. SANITARY SYSTEM

4" SSMH #1  
RIM = 5161.64  
INV. IN = 5157.42 (W)  
INV. OUT = 5157.22 (E)

(REMOVE)  
EX. SANITARY SEWER MH-#2  
RIM = 5161.20±  
INV. (W) = 5156.84±  
INV. (E) = 5156.79±

CONNECT TO EX. SANITARY SYSTEM

4" SSMH #2  
RIM = 5160.60  
INV. IN = 5156.69 (SW)  
INV. IN = 5156.47 (W)  
INV. OUT = 5156.27 (E)

EX. SANITARY SEWER MH3  
RIM = 5160.44±  
INV. (W) = 5155.24±  
INV. (E) = 5155.14±

18" FES  
RIM = 5160.08  
INV. IN = 5158.37 (S)

12" RCP STORM SEWER

TYPE C  
RIM = 5160.09  
INV. IN = 5157.42 (SE)  
INV. OUT = 5157.30 (N)

EX. CONCRETE BOX CULVERT TO BE REMOVED

PROPOSED LOCATION OF FUTURE TRAFFIC SIGNAL POLE & MAST

REMOVE EXISTING 15" CLAY SANITARY SEWER LINE

14" PVC SANITARY SEWER

EX. 15" DIA. CLAY PIPE SANITARY SEWER MAIN

EX. 12" DIA. DUCTILE IRON WATERLINE

EX. SANITARY SEWER MH

INDICATES BOUNDARY OF PHASE 1 IMPROVEMENTS

OUTLET STRUCTURE  
RIM = 5161.24  
INV. IN = 5158.75 (S)  
INV. OUT = 5158.75 (N)

PROPOSED LIGHT POLE (TYP.)

EX. 12" DIA. DUCTILE IRON WATERLINE

INDICATES BOUNDARY OF PHASE 1 IMPROVEMENTS

19

20

STORMWATER DETENTION POND

PROPOSED ROW

18" FES  
RIM = 5163.64  
INV. IN = 5160.43 (W)

TYPE C  
RIM = 5163.94  
INV. OUT = 5160.56 (E)

18" RCP STORM SEWER

PROPOSED 8" 90° BEND W/THRUST BLOCK

4" SSMH #3  
RIM = 5164.12  
INV. IN = 5157.57 (W)  
INV. IN = 5157.57 (S)  
INV. OUT = 5157.41 (NE)

PROPOSED

IRON WATERLINE

# QUESTIONS

1. Will there be sufficient current and anticipated water resources for the new development?
2. Is 1.9 per unit parking ratio sufficient to support the needs of residents?
3. Will public transportation (RTD) be an adequate resource for the needs of the working residents: what can be done to make it convenient and encouraging for the ridership?
4. Will the development's walks, streets and trails be cycle safe?
5. If the Marshal fire victims are allowed priority when it comes to buying or renting at Willoughby Corner, can priority also be given to Lafayette residents whose tax dollars ( One million dollars) are being used to help fund it.
6. For Seniors who are already enjoying the property tax benefit in their current home, can this tax benefit be made portable to encourage them to downsize and relocate to Willoughby Corner?